**Losses of Trains introduced in 2001**

†4779. DR. A.K. PATEL: Will the Minister of RAILWAYS be pleased to state:

(a) the number of new train services introduced in various States in the country during 2001;

(b) the number of train, out of them, which are incurring losses, since their introduction;

(c) the steps Government propose to take to make up the losses being incurred by these trains?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) During 2001, 155 new trains have been introduced.

(b) Trainwise earnings and expenditure are not maintained by railways. Therefore no profitability or loss accounts of individual trains are worked out by railways; and

(c) Question does not arise.

**Rail accidents by human failure**

†4780. SHRI K. RAMA MOHANA RAO: Will the Minister of RAILWAYS be pleased to state:

(a) whether 86 per cent rail accidents are caused due to human failure;

(b) if so, the measures taken for more rigorous intensive training to railway staff; and

(c) the other safety measures proposed for passengers?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) Train accidents, due to human failure

†Original notice of the question was received in Hindi.

were 84.66% of total of train accidents during 1999-2000, which remained at the level of 84.98% and 78.55% during 2000-2001 and 2001-2002* respectively. (Figures for 2001-2002 are provisional)

(b) Measures taken for training of staff are as under:—

(i) Training facilities for Drivers, Guards and Staff connected with train operations are being upgraded including use of Simulators for training of Drivers.

(ii) Seminars/Workshops/Field demonstrations are also held from time to time to improve knowledge of field staff.

(iii) Refresher Courses and Safety Camp are mandatory for safety category staff and is arranged periodically.

(iv) Intensive training of crew in operation of air brake stock and provision of detachable pressure gauge for air braked trains has been introduced.

(v) Performance of the staff connected with train operations is constantly monitored and those found deficient are sent for 'Crash Training Course' also.

(vi) Periodical safety drills are launched to inculcate safety consciousness among staff.

(c) Following measures are underway for enhancing safety of passengers:—

(i) A non-lapsable Special Railway Safety Fund of Rs. 17,000 crs. has been set up for renewal of over aged assets and for safety enhancement works.

(ii) Fouling Mark to Fouling Mark (FM to FM) track circuiting on entire 'A', 'B', 'C','D' and 'D Spl.' routes where speed is more than 75 kmph. have been completed. Remaining portion of the work is under progress.

(iii) A pilot project of AWS on trial basis for Tughlakabad-Mathura section of Central Railway has been sanctioned on trial basis. The tender for the same is under process.

(iv) Extended field trials of Anti Collision Device (ACD) have been sanctioned for Northern Railway. After successful completion of extended field trials, a decision would be taken for its application on other routes of Indian Railways.

(v) Last vehicle check by Axle Counter have been introduced on over 175 block sections and more sections are being progressively added.

(vi) State of the art technology of Digital Mobile Train Radio Communication has been sanctioned on some important sections for providing duplex radio communication between driver/guard and control.

(vii) Drivers and Guards are also being progressively provided with LED based electronic flashing lamps which have better visibility than the conventional kerosene lit hand signal lamps.

(viii) There has been progressive increase in use of Tie Tamping and ballast cleaning machines for track maintenance. Track Renewal Trains are also being used. This gives superior track geometary.

(ix) For detection of hidden flaws in rails/welds, adequate double rail Ultra Sonic Flaw Detectors have been procured. Self Propelled Ultrasonic Rail Testing Cars are being procured.

(x) To improve crash worthiness of coaches, as an immediate measures, coach interiors are being re-designed with improved fitting and features, which would not cause injury. Simultaneously, the coach body will be re-designed to absorb more impact so as to keep passenger carrying areas intact.

(xi) Redesigning the coach interior and fittings to minimize injury to passengers from sharp corners, edges etc.

(xii) A project has been planned to improve crashworthiness of passenger coaches by re-designing coach bodies to absorb collision/derailment impacts.